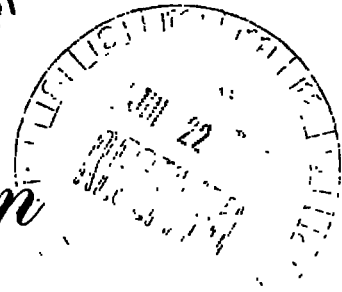


230661
Mr. David M. Watson

PO Box 632
Red Lion, PA 17356-0632



July 16, 2011

Cynthia T. Brown
Chief of the Section of Administration, office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

ENTERED
Office of Proceedings

JUL 22 2011

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Public Record

RE: *Stewartstown Railroad Company – Adverse Abandonment – In York,
County, PA, STB Docket AB-1071*

Dear Ms. Brown:

Recently I discovered that the Estate of George M. Hart filed an Adverse Abandonment Application before the STB on July, 7, 2011. I am writing in opposition to their application. I do not feel that the granting of their application serves in the best interest of the public, the Stewartstown Railroad, the economic development of Southern York County, or the potential for both present and future rail freight service.

Presently, I am the Assistant-Secretary for the Stewartstown Railroad Company. I have served in this capacity since February 2011. I am also a volunteer with the non-profit organization *Friends of the Stewartstown Railroad*. I have volunteered many hours since joining in October of 2010. I have also been a life-long fan of the Stewartstown Railroad and resident of Southern-York County for over 31 years.

There is a very big potential for rail freight service in Southern-York County. The Stewartstown Railroad's corridor just happens to be strategically-located in the heart of a developing and upcoming area. This area is well-suited for both present and future business and industry to take advantage of rail freight service. While business and industry dwindled off in the Shrewsbury and New Freedom areas along the Right-Of-Way roughly 20-30 years ago, I have begun to see new companies returning to those areas. This is due in part to the attraction of rail freight service. For example, Penn Mar Recycling on Onion Ave in Shrewsbury PA. In a recent meeting with Mr. Jason Sweeney (The Manager), I learned they specifically located their facility along the tracks anticipating future rail service. I was also told they would like to utilize rail freight service to ship various ferris and non-ferris metals by rail to their processing facilities. We are currently working with them to bring them on-line as a customer of

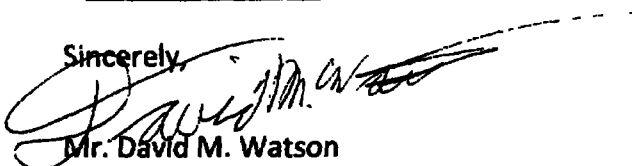
the railroad. I have also learned in recent conversations with Mr. Sweeney that shipping by rail would allow them to process more materials potentially leading to job creation.

An efficient transportation system is necessary for the continued growth and development of Southern York County. The loss of the Stewartstown Railroad would set our transportation infrastructure back over 100+ years when horse-drawn carriages were all the rage and the Pony Express carried mail. As a long-term resident, I feel that it is safe to say that the highways and roads in Southern-York County are very busy with trucks. While all of these trucks are important, they have a BIG impact on our quality of life. Over the years it has become increasingly difficult to "share the road" because of the steady increase of the trucks over time. The amount of pollution they cause certainly can't be helping the air-quality or environment either. Rail transportation is making a comeback as it is becoming increasingly viewed as a safe and efficient shipping method that reduces trucks on our roadways as well as pollution. The Stewartstown railroad is the answer to decreasing truck traffic, saving fuel, decreasing pollution, and making the roads and highways safer in my community. The Stewartstown Railroad can do this by offering rail freight service as an ALTERNATE, SAFE, and EFFICIENT shipping option.

Rail Service is also essential to the growth and development of the economy in Southern-York County. The accessibility and availability of shipping by rail to outside business and industry makes available land and buildings desirable for relocation or building. It also gives this area a competitive advantage over other areas in which rail service is not available. To lose the Stewartstown Railroad would severely impact the marketability and economic growth of this area. For example, at a recent board meeting I learned of a Canadian company looking to relocate to the Eastern United States. What makes our area so appealing to them is the fact there is available land with Rail Service available from the Stewartstown Railroad. Without rail service, they wouldn't have an interest or be able to relocate here. Additionally, this company has the potential to bring many jobs to this area which are much needed.

As a volunteer, assistant-secretary, and life-long resident of Southern York County, I strongly urge the denial of the adverse abandonment application. I ask that all 7.4 miles of trackage, interchanges, yards, and sidings be left in place for rail freight service. The Stewartstown Railroad HAS a connection to York Rail/G&W via the county-owned NCR Line. Steam Into History, Inc. which presently has a 15 year lease on the NCR line has stated they will grant trackage rights to the Stewartstown Railroad for rail freight service. The loss of rail freight service from the Stewartstown Railroad would have a very negative impact the growth and development of Southern-York County for a **VERY LONG TIME.**

Sincerely,

A handwritten signature in dark ink, appearing to read "David M. Watson", with a long, sweeping horizontal stroke extending to the right.

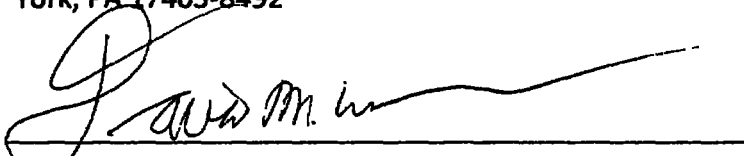
Mr. David M. Watson

Certificate of Service

I hereby certify that I have caused a true and correct copy of my comments in STB Docket No. AB-1071 to be served upon the following persons by first class mail this 19 day of July, 2011

O'brien, Keith G.
Baker & Miller PLLC
2401 Pennsylvania Avenue, NW
Washington, DC 20037

Snyder, Alex
Barley Snyder LLC
P. O. 15012
York, PA 17405-8492


Signature